

EP Department 2005

2GEP EP PROGRAM, AIR POLLUTION:

- PERSONNEL WHOSE TASK OR WATCH ASSIGNMENT MAY RESULT IN AIR POLLUTION WERE NOT TRAINED ON THE PROPER USE OF MATERIALS OR WAYS TO MINIMIZE AIR POLLUTION.
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT PERSONNEL WHOSE TASK OR WATCH ASSIGNMENT MAY RESULT IN AIR POLLUTION WERE TRAINED IN PROPER USE OF MATERIALS AND WAYS TO MINIMIZE AIR POLLUTION.
- THE PAINT MIXING AND ISSUE ROOM/LOCKER WAS NOT LABELED WITH A PLACARD STATING "THINNING OF MARINE COATINGS/PAINTS IS PROHIBITED."

OPNAVINST 5090.1B, 19-4.3.3

2GEP CHT, FLOODING ALARMS:

- CHT FLOODING ALARM WAS INOP.
- CHT FLOODING ALARM DID NOT ACTUATE IN CCS/DC CENTRAL (SPECIFY).
- REQUIRED FLOODING DETECTOR WAS MISSING IN THE SEWAGE HOLDING TANK SPACE/COAMING (SPECIFY).

NSTM 593
SHIP SPEC 436 (DDG-51 AND LHD-2 AT/FCT'S ONLY)
NAVSEAINST 9593.1B

2GEP CHT, COMMUNICATOR:

- COMMUNICATOR WAS INSTALLED/RUNNING BACKWARDS.
- COMMUNICATOR WAS INOP.
- COMMUNICATOR DID NOT HAVE REQUIRED MAINTENANCE ACCESS.
- DID NOT HAVE REQUIRED MAINTENANCE ACCESS.

NSTM 593
SHIP SPEC 593 (DDG-51 AND LHD-2 AT/FCT'S ONLY)
NAVSEAINST 9593.1B

2GEP CHT, DECK RISERS:

- THE SEWAGE DECK RISER AT _____ HAD NO LABEL PLATES.
- THE SEWAGE OVERBOARD DECK RISER DID NOT HAVE AIR BLOW-OUT FITTINGS INSTALLED.
- THE SEWAGE OVERBOARD DECK RISER WAS NOT PROPERLY ORIENTED FOR SHORE HOSE HOOKUP.
- THE DECK RISER STATION WAS NOT FITTED WITH A CAMLOCK OR SIMILAR FITTING.
- THE SEWAGE DECK RISER WAS NOT FITTED WITH A CAMLOCK CAP AND/OR KEEPER CHAIN.
- THE PAD EYE WAS MISSING NEAR THE SEWAGE DISCHARGE DECK RISER TO ASSIST IN HAULING-UP AND LASHING THE SEWAGE HOSES IN PLACE.

NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, EXHAUST VENTILATION:

- THE EXHAUST VENTILATION TERMINAL IN SEWAGE PUMP ROOM NR____ DID NOT EXTEND TO WITHIN 9 INCHES OF THE DECK.
- THE EXHAUST VENTILATION FOR THE SEWAGE PUMP ROOM NR____ WAS INOP.
- AN EXHAUST VENTILATION TERMINAL WAS NOT INSTALLED.

NSTM 512/513
NAVSEA 0938-LP-018-0010 VENTILATION DESIGN CRITERIA MANUAL,
SHEET 3H
NAVSEAINST 9593.1B
GEN SPECS 437

2GEP CHT, FIREMAIN FLUSHING:

- A SEWAGE FLUSHING CONNECTION FROM THE FIREMAIN TO THE SEWAGE PUMP DISCHARGE LINE, JUST DOWNSTREAM OF THE DISCHARGE PLUG AND CHECK VALVES WAS MISSING.
- THE SEWAGE FLUSHING CONNECTION DID NOT HAVE A CUTOUT VALVE AND A CHECK VALVE.

NSTM 593
NAVSEAINST 9593.1B

2GEP CHT, GAGES:

- GAGE DID NOT HAVE A CURRENT CALIBRATION/NCR STICKER.
- GAGE REDLINE WAS NOT SET.
- GAGE WAS BROKEN/INOP.
- GAGE WAS NOT INSTALLED AS REQUIRED/WRONG PART.
- SEWAGE PUMP SUCTION AND DISCHARGE GAGE DID NOT HAVE DIAPHRAGM SEALS OR RING ISOLATORS INSTALLED TO PRECLUDE CLOGGING OF THE GAGE AND GAGE LINES BY SEWAGE SOLIDS.
- GAGE WAS NOT GRADUATED IN FEET OF WATER.

NSTM 593
NAVSEAINST 9593.1B

2GEP CHT, HYDROGEN SULFIDE (H2S) ALARM:

- HYDROGEN SULFIDE ALARM WAS INOP.
- HYDROGEN SULFIDE ALARM FAILED TO ALARM/SOUND IN CCS.
- HYDROGEN SULFIDE ALARM WAS NOT INSTALLED.
- HYDROGEN SULFIDE ALARM CONDITION LIGHT WAS BURNED OUT.
- HYDROGEN SULFIDE ALARM CONDITION WARNING/DANGER AUDIBLE INDICATION WAS INOP.
- HYDROGEN SULFIDE ALARM CONDITION WARNING/DANGER VISUAL (LIGHT) WAS INOP.

SHIP SPECIFIC SHIPALTS:

CV-7904K	CVN-7905K	LCC-1126K	LKA-1229K	LPD-992K	AGF-992K
LPH-1101K	LSD-36-439K	LSD-41-1072K	AD-2010K	AE-1363K	AFS-619K
AO-20963K	AOE-664K	AS-2356K	ARS-38-513K	AOR-670K	AE-1362K
ARS-50-1062K					

NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, ILS DOCUMENTATION:

- SYSTEM DRAWING WAS MISSING/INACCURATE.
- EQUIPMENT TECHNICAL MANUALS (SPECIFY) WERE MISSING/NOT UPDATED.
- DC DIAGRAMS DID NOT REFLECT SYSTEM ACCURATELY.
- PMS WAS NOT INSTALLED (SPECIFY EQUIPMENT).
- SDOSS WAS INACCURATE.
- APL'S WERE NOT ONBOARD/WERE INACCURATE.
- EQUIPMENT WAS NOT COSAL SUPPORTED.

NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, PHONE COMMUNICATION:

- PHONE COMMUNICATION WAS NOT PROVIDED IN SEWAGE PUMP ROOM NR____.
- PHONE CONNECTION WAS NOT PROVIDED AT THE SEWAGE HIGH LEVEL ALARM REMOTE LOCATION.
- PHONE CONNECTION WAS NOT PROVIDED AT THE SEWAGE DECK DISCHARGE STATION.
- PHONE CIRCUIT LABEL WAS MISSING IN THE PUMP ROOM/CCS/DISCHARGE STATION.

NSTM 593-4.45
NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, PIPING:

- PIPING WAS NOT ADEQUATELY MARKED AS TO THE CONTENT/DIRECTION OF FLOW.
- PIPING WAS LEAKING (SPECIFY).
- PIPING WAS INCORRECTLY INSTALLED (SPECIFY).
- PIPING WAS CORRODED.
- PIPING (SPECIFY) WAS INCORRECTLY LAGGED.

SHIP SPEC 593 (DDG-51 AND LHD-2 AT/FCT'S ONLY)
NAVSEAINST 9593.1B
NSTM 593
NSTM 593-4.43
NAVSEAINST 9593.1B
NSTM 593

2GEP

CHT, PLACARD, CONNECTION STATION:

THE FOLLOWING PLACARD(S) WERE NOT POSTED AT THE DECK RISER CONNECTION STATION. - A TRANSFER OPERATING INSTRUCTION PLACARD AND/OR A SANITARY HEALTH PRECAUTION PLACARD (DELETE IF IT DOES NOT APPLY).

CAUTION

DO NOT DISCONNECT SEWAGE HOSE WHILE IT IS PRESSURIZED. DEPRESSURIZE HOSE AND SECURE DISCHARGE CUT-OFF VALVE PRIOR TO DISCONNECTING HOSE.

HOSE HOOK-UP PROCEDURES

1. RIG AND CONNECT TRANSFER HOSE. ENSURE CAMLOCK HOSE FITTING IS IN THE LOCKED POSITION.
2. LINE UP SEWAGE PUMPS FOR TRANSFER.
3. OPEN SEWAGE DISCHARGE HOSE CONNECTION CUT-OFF VALVE.

HOSE DISCONNECT PROCEDURES

1. SECURE SEWAGE TRANSFER PUMPS.
2. FLUSH SEWAGE DISCHARGE PIPING AND HOSES USING FIREMAIN FLUSHING CONNECTION. SECURE FIREMAIN FLUSHING VALVE.
3. JACK OPEN CHECK VALVES IN SEWAGE DISCHARGE PIPING (JUST DOWNSTREAM OF THE DISCHARGE PUMPS) TO DRAIN LINES BACK TO HOLDING TANK.
4. SECURE PUMP DISCHARGE CUT-OFF VALVES AND RESET CHECK VALVES.
5. CLOSE DECK CONNECTION CUT-OFF VALVES.
6. HOOK UP SHIP SERVICE LOW PRESSURE AIR LINE TO FITTING ON DECK DISCHARGE CONNECTION (IF PROVIDED).
7. OPEN SMALL AIR VALVES AND BLOW OUT HOSE FOR 30 SECONDS.
8. DISCONNECT SEWAGE HOSE.

SANITARY AND HEALTH PRECAUTIONS PLACARD

1. PRIOR TO DISCONNECTING SEWAGE HOSES, PERSONNEL SHALL PUT ON COVERALLS, RUBBER BOOTS, AND RUBBER GLOVES.
2. PERSONNEL WHO CONNECT OR DISCONNECT SEWAGE TRANSFER HOSES SHALL NOT SUBSEQUENTLY HANDLE POTABLE WATER HOSES.
3. PERSONNEL SHALL NOT EAT, SMOKE, OR DRINK DURING HOSE CONNECT OR DISCONNECT PROCEDURES.
4. AFTER DISCONNECTING SEWAGE HOSES, RINSE DECK DISCHARGE CONNECTION AREA AND FITTING WITH FRESH WATER OR SEAWATER, WASH SAME WITH HOT POTABLE WATER AND STOCK DETERGENT, AND FINALLY RINSE WITH SEAWATER OR FRESH WATER.
5. PLACE BOOTS AND RUBBER GLOVES IN PLASTIC BAGS FOR WASHING IN WARM WATER AND DETERGENT.
6. PLACE COVERALLS IN PLASTIC BAGS FOR NORMAL LAUNDERING.
7. UPON COMPLETION OF HOSE CONNECT OR DISCONNECT PROCEDURES, PERSONNEL SHALL WASH HANDS, LOWER ARMS, AND FACE IN THAT ORDER WITH HOT POTABLE WATER AND SOAP.

NAVSEAINST 9593.1B

NSTM 593

OPNAVINST 5090.1B, 19-14.10

2GEP

CHT, PLACARD, FLOODING ALARM:

THE FOLLOWING PLACARD WAS NOT POSTED IN THE PUMP ROOM/HIGH LEVEL ALARM STATION WHERE ANY DRAINS, HEADS OR FIXTURES WERE LOCATED BELOW THE OVERFLOW DISCHARGE LINES:

"WARNING - WHENEVER A HIGH LEVEL ALARM SOUNDS, IMMEDIATE ACTION MUST BE TAKEN TO CLOSE THE ISOLATION VALVES OR DRAINS BELOW THE OVERBOARD DISCHARGE AND TO DIVERT UPPER LEVEL DRAINS OVERBOARD TO PRECLUDE FLOODING OF SPACES."

NAVSEAINST 9593.1B
NSTM 593

2GEP

CHT, PLACARD, SEWAGE SPACE HEALTH/SANITATION WARNING:

THE FOLLOWING HEALTH WARNING PLACARD WAS NOT CONSPICUOUSLY POSTED IN THE SEWAGE PUMP/COMMUNITER ROOM:

WARNING

HEALTH AND SANITARY PRECAUTIONS TO BE OBSERVED PRIOR TO, DURING, AND AFTER SEWAGE PLANT MAINTENANCE:

1. PRIOR TO WORKING ON THE SEWAGE PLANT OR CLEANING A SPILL, PERSONNEL SHALL:

(A) OBTAIN STOCK DETERGENT, BUCKETS, MOP AND PLASTIC LAUNDRY SIZED BAGS. THESE SHOULD BE PLACED IN THE COMPARTMENT WASH UP AREA.

(B) PUT ON RUBBER BOOTS, RUBBER GLOVES AND COVERALLS.

2. ²WARNING² - PERSONNEL SHALL NOT EAT, DRINK OR SMOKE WHILE IN THE SEWAGE EQUIPMENT SPACE.

3. WHEN MAINTENANCE IS COMPLETE, THE AREA SHOULD BE RINSED WITH SEA OR FRESHWATER, WASHED DOWN WITH HOT POTABLE WATER AND STOCK DETERGENT, AND RINSED WITH SEA OR FRESHWATER.

4. NON-FABRIC ITEMS SUCH AS BOOTS, RUBBER GLOVES, ETC. SHOULD BE WASHED IN THE COMPARTMENT SINK WITH WARM (IF AVAILABLE) WATER AND DETERGENT, ALLOWED TO DRY, AND PLACED IN A PLASTIC BAG FOR STORAGE.

5. COVERALLS SHOULD BE REMOVED AND PLACED IN PLASTIC BAGS FOR NORMAL LAUNDERING.

6. WASH HANDS, LOWER ARMS, AND FACE, IN THAT ORDER, WITH HOT POTABLE WATER AND SOAP.

7. ALL OF THE ABOVE ITEMS SHOULD BE ACCOMPLISHED PRIOR TO LEAVING THE COMPARTMENT. PERSONNEL ENGAGED IN SEWAGE PLANT MAINTENANCE SHALL NOT LEAVE THE COMPARTMENT WEARING BOOTS, COVERALLS, OR RUBBER GLOVES WORN DURING MAINTENANCE.

8. AFTER LEAVING THE COMPARTMENT, PERSONNEL SHOULD SHOWER WITH HOT WATER AND SOAP.

9. SHOULD ANY PERSON DURING THE COURSE OF MAINTENANCE, BECOME CONTAMINATED WITH SEWAGE SUCH THAT CLOTHING BECOMES SATURATED AND WET TO THE SKIN, HE SHOULD FOLLOW THE PROCEDURES CITED ABOVE, LEAVE THE COMPARTMENT, AND SHOWER WITH HOT WATER AND SOAP.

SHIP SPECS 602 (DDG-51 AND LHD-2 AT/FCT'S ONLY)
NAVMED P-5010-7
NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, PLACARD PROTECTIVE EQUIP/SPILL LOCKER:
THE FOLLOWING PLACARD WAS NOT POSTED ON THE CHT PROTECTIVE
EQUIPMENT/SPILL LOCKER:

"WARNING: THIS LOCKER IS FOR STOWAGE OF CLEANING GEAR
AND PROTECTIVE CLOTHING ONLY. DO NOT STORE SOILED PROTECTIVE
CLOTHING OR GEAR. WASH CLEANING GEAR (SWABS, BUCKETS, ETC)
THOROUGHLY BEFORE RETURNING TO LOCKER."

NSTM 671
NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, PLACARD, PUMP ROOM ACCESS:
THE FOLLOWING PLACARD WAS NOT POSTED AT THE SEWAGE SPACE
ACCESS:

WARNING

1. SEWAGE SPILLS CAN PRODUCE HAZARDOUS GASES.
2. USE EEBD MOUNTED IN PUMP ROOM FOR EMERGENCY ESCAPE IN
EVENT OF SEWAGE SPILL.
3. FOLLOW SAFETY PROCEDURES IN NAVAL SHIPS TECHNICAL MANUAL,
ENTITLED "POLLUTION CONTROL," PUBLICATION NAVSEA
S9086-T8-STM-010/CH-593 DURING MAINTENANCE OR CLEAN UP.
4. USE SAR/SCBA ONLY FOR EMERGENCY RESCUE AND DAMAGE CONTROL
(SECURING OF FLOODING).

NAVSEA S9086-T8-STM-010/CH 593
NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, PLACARD, SEWAGE SPACE SINK FLOODING WARNING:
THE FOLLOWING PLACARD WAS NOT POSTED AT THE SEWAGE SPACE
SINK SERVICED BY AN EDUCTOR OR SUMP PUMP:

"WARNING - ACTIVATE SPACE EDUCTOR OR SUMP PUMP PRIOR TO
USING SERVICE
SINK. SECURE EDUCTOR OR SUMP PUMP BEFORE LEAVING SPACE."

NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, PLACARD, TANK ACCESS:
THE CHT TANK ACCESS WAS NOT POSTED WITH THE FOLLOWING
PLACARD:

"WARNING - TOXIC OR EXPLOSIVE GASES MAY EXIST IN THE TANK.
DO NOT OPEN UNLESS AT SUITABLE INDUSTRIAL ACTIVITY AND TANK
HAS BEEN CERTIFIED GAS-FREE IN ACCORDANCE WITH THE
REQUIREMENTS OF NAVAL SHIPS TECHNICAL MANUAL, ENTITLED "GAS
FREE ENGINEERING," PUBLICATION NAVSEA
S9086-T8-STM-010/CH-074.

NSTM 593-4.2
NAVSEAINST 9593.1B

2GEP

CHT, PUMPS:

- MECHANICAL SEAL LEAKED SEWAGE.
- PUMP LACKED THE REQUIRED MANUAL LIFT CHECK VALVE INSTALLED ON THE DISCHARGE SIDE.
- PUMPS DID NOT ALTERNATE DUTY/STANDBY PUMP WITH EACH CYCLE OF OPERATION.
- PUMP SECURING HARDWARE WAS MISSING/NOT TIGHTENED.
- M/T PUMP WAS INOP.
- PUMP WAS EXCESSIVELY NOISY/VIBRATED.
- PUMP START (DUTY) DID NOT ACTIVATE DUTY PUMP.
- PUMP MANUAL LIFT CHECK VALVE WAS INOP/DAMAGED.
- SEWAGE PUMP WAS NOT ENCLOSED IN A 2 TO 4 INCH HIGH COAMING (DEDICATED SPACE).
- SEWAGE PUMP WAS NOT ENCLOSED IN A 24 INCH HIGH COAMING (NON-DEDICATED SPACE).
- RAISED WALKWAYS OR GRATING WAS NOT PROVIDED IN ANY SEWAGE SPACE WITHOUT INSTALLED CONTAINMENT COAMING.
- SEWAGE PUMP SUCTION AND DISCHARGE GAGE DID NOT HAVE DIAPHRAGM SEALS OR RING ISOLATORS INSTALLED TO PRECLUDE CLOGGING OF THE GAGE AND GAGE LINES BY SEWAGE SOLIDS.

NSTM 593-4.95

NAVSEAINST 9593.1B

NSTM 593-4.31

2GEP

CHT, REMOTE OPERATING GEARS:

- ROG REACH ROD WAS SEIZED IN PLACE.
- ROG REACH ROD (SPECIFY) WAS SEIZED IN PLACE.
- ROG REACH ROD HAD NOT BEEN LUBRICATED.
- ROG REACH ROD (SPECIFY) HAD NOT BEEN LUBRICATED.
- ROG REACH ROD WAS DISCONNECTED.
- ROG REACH ROD (SPECIFY) WAS DISCONNECTED.
- DECK BOX COVER FOR ROG WAS SEIZED.
- DECK BOX COVER FOR ROG (SPECIFY) WAS SEIZED.
- VALVE POSITION INDICATOR (OPEN/SHUT) WAS NOT INSTALLED ON ROG.
- VALVE POSITION INDICATOR (OPEN/SHUT) WAS NOT INSTALLED ON ROG (SPECIFY).
- ROG WAS INOP.
- ROG (SPECIFY) WAS INOP.
- ROG WAS NOT INSTALLED AS REQUIRED.
- ROG (SPECIFY) WAS NOT INSTALLED AS REQUIRED.
- ROG WAS INACCESSIBLE.
- ROG (SPECIFY) WAS INACCESSIBLE.
- ROG WAS DISCONNECTED.

NSTM 505

2GEP

CHT, WASH-UP FACILITIES:

- POTABLE WATER FOR HANDWASHING WAS NOT AVAILABLE WHERE REQUIRED FOR PERSONNEL ENGAGED IN SEWAGE MAINTENANCE OPERATIONS.
- EEBD'S WERE NOT INSTALLED.
- SOAP DISH/DISPENSER WAS NOT INSTALLED OR FILLED.
- ELECTRIC HAND DRYER OR TOWEL DISPENSER WAS NOT INSTALLED OR FILLED NEAR THE SINK.
- A DEEP SINK WAS NOT AVAILABLE IN SPACE.
- BETADINE SURGICAL SOAP (NSN 6505-00-914-3593) WAS NOT AVAILABLE IN SPACE.
- WESCODYNE DISINFECTANT (NSN 6840-00-526-1129) WAS NOT AVAILABLE IN SPACE.
- PLASTIC TRASH CAN BAGS WERE NOT AVAILABLE IN SPACE.
- 3/4 INCH WASHDOWN CONNECTION TO A SANITARY FLUSHING CONNECTION WAS NOT INSTALLED.
- HOSE WAS NOT AVAILABLE FOR WASHDOWN OF SPACE.

NSTM 593

NAVMED P-5010

OPNAVINST 5100.19D, C1502

2GEP

CHT, DRIP PANS:

- A REMOVABLE DRIP PAN WAS NOT INSTALLED UNDER THE VALVE/FLANGE/TAKE-DOWN JOINT (SPECIFY) IN THE FOOD STOREROOM/SPACE.
- A REMOVABLE DRIP PAN WAS NOT INSTALLED UNDER THE VALVE/FLANGE/TAKE-DOWN JOINT (SPECIFY) IN THE BERTHING.
- A REMOVABLE DRIP PAN WAS NOT INSTALLED UNDER THE VALVE/FLANGE/TAKE-DOWN JOINT (SPECIFY) IN THE MEDICAL SPACE.
- A REMOVABLE DRIP PAN WAS NOT INSTALLED UNDER THE COMMUNICATOR.
- A REMOVABLE DRIP PAN WAS NOT INSTALLED UNDER THE VALVE/FLANGE/TAKE-DOWN JOINT (SPECIFY) IN THE (SPECIFY) SPACE DIRECTLY ABOVE BILGES CONTACTING POTABLE WATER TANK BOUNDARIES.

NSTM 593

2GEP

CHT, SPILL KIT:

- THE CHT SPILL KIT WAS LOCATED INSIDE THE SPACE CONTAINING MSD PUMPING EQUIPMENT OR SEWAGE HOLDING TANKS VICE IN AN ADJACENT AREA.
- THE CHT SPILL KIT WAS LOCATED INSIDE THE SPACE CONTAINING MSD PUMPING EQUIPMENT OR SEWAGE HOLDING TANKS VICE IN AN ADJACENT AREA.
 - THE FOLLOWING ITEMS WERE MISSING FROM THE SEWAGE SPILL KIT LOCKER: COVERALLS/GOGGLES/HOOD TYPE HAT/RUBBER BOOTS/DISSOLVABLE LAUNDRY BAGS (NSN 8465-00-436-9652)/CANVAS LAUNDRY BAGS/SELF-CONTAINED OXYGEN BREATHING APPARATUS (OBA/SCBA).

NAVMED P-5010-7

NSTM 593-4.87

2GEP EP PROGRAM, CHT SYSTEM CERTIFICATION:

- THE SHIP'S SEWAGE SYSTEM CERTIFICATION LETTER WAS NOT AVAILABLE.
- THE CHT SYSTEM WAS NOT CERTIFIED (INITALLY OR AFTER MAJOR ALTERATION).

OPNAVINST 5090.1B, 19-14.10A
NSTM 593
SHIP SPEC 593 (AT/FCT)

2GEP CHT, TANK LEVEL SENSORS AND ALARMS:

- LEVEL SENSOR, LOCATED AT ABOUT 15 PERCENT OF TANK CAPACITY, DID NOT ACTIVATE THE LOW LEVEL ALARM.
- LEVEL SENSOR, LOCATED AT ABOUT 1/3 TANK CAPACITY, DID NOT CUT OFF EITHER OR BOTH PUMPS.
- LEVEL SENSOR, LOCATED AT ABOUT 2/3 TANK CAPACITY, DID NOT ACTIVATE DUTY PUMP.
- TANK HIGH LEVEL ALARM WAS INCORRECTLY SILENCED FROM MAIN CONTROL(CCS,DCC). NOTE: SILENCING ANY AUDIBLE ALARM AT ONE STATION SHALL NOT SILENCE AN AUDIBLE ALARM AT ANOTHER STATION. THE VISUAL ALARMS SHALL NOT BE CAPABLE OF BEING DEACTIVATED.
- LEVEL SENSOR, LOCATED AT ABOUT 85 PERCENT OF TANK CAPACITY, FAILED TO ACTIVATE THE HIGH (LEVEL ALARM AND START THE STANDBY PUMP.
- THE AUDIBLE CHT TANK HIGH LEVEL ALARM WAS INOP/NOT INSTALLED.
- THE VISUAL CHT TANK HIGH LEVEL ALARM WAS INOP/NOT INSTALLED.

NSTM 593
NAVSEA 9593.1B
OPNAVINST 5100.19D

2GEP CHT, TANK:

- TANK VENT VALVE WAS NOT LOCKED IN THE OPEN POSITION.
- TANK WAS NOT PROVIDED WITH A VENT AND OVERFLOW LINE.
- TANK AERATION SYSTEM WAS INOP.
- AERATION SYSTEM AIR COMPRESSOR PRESSURE GAGE OR RELIEF VALVE WAS INOP.
- TANK DID NOT HAVE ZINCS INSTALLED.
- TANK MANHOLE COVER WAS NOT PROVIDED WITH A MONEL 1/2 INCH GAS SAMPLING VALVE.

NSTM 593
NSTM 506

2GEP

CHT, VALVES:

- VALVES (SPECIFY) WERE LEAKING.
- CHT DIVERTER VALVE WAS INOP.
- VALVES WERE INACCESSIBLE/INOP/WRONG TYPE (SPECIFY).
- INDICATOR LABEL PLATE STATING "TO CHT TANK" AND "TO OVERBOARD" WAS NOT SECURELY ATTACHED TO THE VALVE BODY (SPECIFY VALVE).
- VALVE WAS NOT LABELED WITH SERVICE LOCATION NUMBER, DAMAGE CONTROL CLASSIFICATION, AND DIRECTION LABEL PLATE (SPECIFY VALVE).
- VALVE HANDWHEELS AND HANDLES (SPECIFY VALVES) WERE NOT COLOR-CODED GOLD (NOT APPLICABLE TO WEATHER DECKS).

NSTM 593

SHIP SPEC 593

2GEP

CHT, PLACARD, H2S ALARM:

THE FOLLOWING PLACARD WAS NOT CONSPICUOUSLY POSTED INSIDE THE SEWAGE SPACE:

"WARNING - FLASHING RED LIGHT AND BELL ALARM. LEAVE THIS SPACE IMMEDIATELY. TOXIC H2S GAS DANGER. USE EEBD (EMERGENCY ESCAPE BREATHING DEVICE) WHERE ESCAPE IS DELAYED. FLASHING YELLOW LIGHTS AND BUZZER. LOW LEVELS OF TOXIC H2S GAS PRESENT. LEAVE THIS SPACE. REPORT TO DCA."

THE FOLLOWING PLACARD WAS NOT POSTED AT THE ACCESS TO THE SEWAGE SPACE NEAR THE H2S ALARM CONTROL UNIT INDICATOR LIGHTS:

"WARNING - RED LIGHT AND BELL ALARM OR YELLOW LIGHT INDICATES TOXIC H2S GAS LEAKAGE. DO NOT ENTER WITHOUT RESPIRATORY PROTECTION OR UNTIL COMPARTMENT HAS BEEN CERTIFIED GAS FREE BY THE GAS FREE ENGINEER."

NAVSEA T9500-AA-PRO-100, PARA 3.1.84

NAVSEAINST 9593.1B

GSO 437

2GEP

CHT, WATER CLOSETS/URINALS:

- THE WATER CLOSET/URINAL FLUSHOMETER WAS DAMAGED/INOP.
- WATER CLOSET/URINAL FLUSH PUSHBUTTONS INSPECTED DID NOT ACTUATE M/T PUMP FOR 10-12 SECONDS.
- THERE WAS INSUFFICIENT CLEARANCE FOR ACCESS TO THE WATER CLOSET/URINAL COMPONENTS.
- THE WATER CLOSET/URINAL HAD BROKEN OR CHIPPED PORCELAIN.
- THE WATER CLOSET/URINAL LACKED FLUSHING WATER PRESSURE.
- URINALS DID NOT HAVE A CITRIC ACID SCALE PREVENTION TABLET IN THE BOWL TO ASSIST IN PREVENTION OF HARD PIPE SCALE BUILDUP. (TABLET 9G-6810-01-362-0042) (NOT REQ'D FOR MCM-1 CLASS).

NSTM 593

NAVSEAINST 9593.1B

2GEP EP PROGRAM, AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR (AEPC):

- AN AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR WAS NOT ASSIGNED.
- THE ASSIGNED AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR HAD NOT COMPLETED THE AEPC COURSE, A-4J-0021, OR INTERACTIVE COURSEWARE WITHIN 6 MONTHS OF BEING ASSIGNED THE DUTY.
- THE ASSIGNED AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR HAD NOT COMPLETED WATCHSTATION 303 IN THE HAZARDOUS MATERIAL/ENVIRONMENTAL PROTECTION PROGRAMS AFLOAT PERSONNEL QUALIFICATION STANDARD (PQS) NAVEDTRA 43528-A, WITHIN 6 MONTHS OF ASSIGNMENT.

NOTE: LIST WHO WAS THE AEPC, EXAMPLE: LT, A DIV OFFICER, 1ST TOUR, 1ST TIME AS AEPC, HAD BEEN ASSIGNED FOR 2 WEEKS.

OPNAVINST 5090.1B, CHG 1, ART. 24-4.3.6, 19-2.2.7 & 19.2.2.11

OPNAVINST 3120.32C, SEC. 304.25

2GEP EP PROGRAM, CHT SYSTEM TRAINING/QUALIFICATION:

- PERSONNEL WHO OPERATED OR MAINTAINED SEWAGE DISPOSAL OR TRANSFER EQUIPMENT HAD NOT COMPLETED THE SHIPBOARD SEWAGE COLLECTION, HOLDING, TRANSFER (CHT), AND TREATMENT PQS, NAVEDTRA 43199D, PRIOR TO ASSIGNMENT TO THOSE DUTIES.
- PERSONNEL WHO OPERATED/MAINTAINED CHT EQUIPMENT WERE NOT TRAINED IN PROPER PROCEDURES FOR SEWAGE/GRAYWATER DISPOSAL, INCLUDING HOOKUP AND TRANSFER OF SEWAGE OR GRAYWATER TO SHORE FACILITIES AND AT SEA DISCHARGE RESTRICTIONS.
- PERSONNEL WHO SUPERVISE SEWAGE AND GRAYWATER DISPOSAL HAD NOT COMPLETED THE SHIPBOARD SEWAGE, COLLECTION, HOLDING, AND TRANSFER (CHT) COURSE K-652-2141 PRIOR TO ASSIGNMENT.

OPNAVINST 5090.1B, 19-3.4, 19-14.10E

2GEP EP PROGRAM, ENVIRONMENTAL COMPLIANCE BOARD:

- THE ENVIRONMENTAL COMPLIANCE BOARD WAS NOT ESTABLISHED.
- THE ENVIRONMENTAL COMPLIANCE BOARD DID NOT MEET QUARTERLY.
- THE ENVIRONMENTAL COMPLIANCE BOARD DID NOT CONSIST OF THE XO, SAFETY OFFICER, DEPT HEADS, EAPC, LEGAL OFFICER AND CMC.

OPNAVINST 3120.32C, SEC. 304.26

2GEP

EP PROGRAM, ALL-HANDS EP TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL HANDS HAD RECEIVED INITIAL ENVIRONMENTAL PROTECTION AWARENESS TRAINING.

- ENVIRONMENTAL PROTECTION TRAINING DID NOT INCLUDE: THE NAVY'S COMMITMENT TO ENVIRONMENTAL PROTECTION, THE COMMAND ENVIRONMENTAL PROTECTION PROGRAM AND THE MEMBER'S RESPONSIBILITY WITH REGARD TO THIS PROGRAM.

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL HANDS HAD RECEIVED ANNUAL ENVIRONMENTAL PROTECTION AWARENESS TRAINING.

NOTE: IN ADDITION TO EXPLAINING THE SHIP'S ENVIRONMENTAL PROGRAM, VIDEOTAPE "YOUR SHIP, THE ENVIRONMENT AND YOU" PIN 806435 (1999) MAY BE USED TO SATISFY THE TOPIC REQUIREMENTS FOR INITIAL/ANNUAL ENVIRONMENTAL AWARENESS TRAINING.

OPNAVINST 5090.1B, 19-2.2.7 AND 24-4.2

2GEP

EP PROGRAM, OHS SPILL CONTINGENCY PLAN:

- ONE OR MORE SHIPBOARD ACTION OFFICERS WERE NOTPREDESIGNATED TO BE RESPONSIBLE FOR SHIPBOARD SPILL/RELEASECONTINGENCY PLANNING AND RESPONSE.
- A WRITTEN SHIPBOARD OIL AND HAZARDOUS SUBSTANCE (OHS) SPILL CONTINGENCY PLAN WAS NOT AVAILABLE.
- THE SPILL CONTINGENCY PLAN DID NOT CONTAIN UNIQUE PROCEDURES FOR SPILLS OVER THE SIDE AND USE OF THE MK II OIL CONTAINMENT AND CLEANUP KIT.
- THE SPILL CONTINGENCY PLAN DID NOT CONTAIN PROCEDURES FOR THE CONTAINMENT, CONTROL, RECOVERY, AND DISPOSAL OF SPILLS, PROTECTIVE CLOTHING AND SPILL CLEAN-UP MATERIALS.
- THE SPILL CONTINGENCY PLAN DID NOT INCLUDE NAMES AND TELEPHONE NUMBERS OF FLEET AS WELL AS SHORESIDE NOSCS.

OPNAVINST 5090.1B,19-9.2.10 & 19-14.10N

OPNAVINST 5090.1B, 19-14.10M

2GEP

EP PROGRAM, OHS SPILL TRAINING/QUALIFICATION:

- INPORT WATCHSTANDERS AND COMMAND DUTY OFFICERS WERE NOT TRAINED ON INPORT OHS SPILL RESPONSE PROCEDURES, THE SHIP'S SCP, AND LOCAL NOTIFICATION REQUIREMENTS PRIOR TO ASSIGNMENT.
- ONE PETTY OFFICER PER FIREFIGHTING OR REPAIR PARTY WAS NOT QUALIFIED ON WATCHSTATION 304 - OIL/HAZARDOUS SUBSTANCE SPILL RESPONSE SCENE LEADER (NAVEDTRA 43528-A).
- AN OVER-THE-SIDE OIL/HAZARDOUS SPILL DRILL WAS NOT CONDUCTED FOR EACH DUTY SECTION AT LEAST ANNUALLY.
- THE OHS SPILL DRILL DID NOT INCLUDE USE OF THE MK II OIL SPILL CONTAINMENT AND CLEANUP KIT AND EXERCISED NOTIFICATION PRACTICES AND SIMULATED MESSAGE DRAFTING.

OPNAVINST 5090.1B, 19-9.3

OPNAVINST 5090.1B, 19-9.3 AND 24-4.3.6

OPNAVINST 5090.1B, 19-9.3B

2GEP

OPA, OIL SPILL KIT:

- THE SHIP DID NOT HAVE THE COMNAVSEASYSKOM-DEVELOPED SHIPBOARD OIL SPILL CONTAINMENT AND CLEAN-UP KIT.
- THE OIL SPILL KIT WAS MISSING THE FOLLOWING ITEMS:
 - POLYPROPYLENE ROPE TENDING LINE 9Q 4020-00-968-1350 (50 FEET LONG WITH SNAP HOOK ON EACH END). (QUANTITY COLUMNS 2/4/6/8 SETS OF 2 TENDING LINES PER SHIP TYPE).
 - SNAP HOOK - SWV EYE TYPE I 9Z 5340-00-275-4584 (4/8/12/16).
 - SORBENT, OIL 9G 4235-01-281-4608, 19 INCH X 100 FT (4/8/12/16).
 - TOOL BOX - STEEL 9C 2540-00-348-7792 (1/2/3/4).

OPNAVINST 5090.1B, 19-9.2.4

MK II SPILL KIT: AEL 2-550024006 OF 6/15/99

REQUIREMENTS:

- 1 KIT: DD, DDG, FFG, MCM, MSO, MHC, T-AGOS, T-AGS, AND T-AKR
- 2 KITS: ARS, CG, CGN, LST, PHM, AND T-AGS
- 3 KITS: LCC, LHA, LHD, LPH, AND LSD
- 4 KITS: CV, CVN, AS, AO, AOE

2GEP

EP PROGRAM, OPA SYSTEM TRAINING/QUALIFICATION:

- PERSONNEL ASSIGNED TO SUPERVISE OILY WASTE PROCESSING AND DISPOSAL OPERATIONS HAD NOT COMPLETED THE FORMAL OIL POLLUTION ABATEMENT (OPA) EQUIPMENT OPERATION AND MAINTENANCE COURSE, K-652-2196, PRIOR TO ASSUMING THE DUTIES.
- PERSONNEL ASSIGNED TO OPERATE/MAINTAIN OPA EQUIPMENT WERE NOT TRAINED IN PROPER OPERATING PROCEDURES, SHORE HOOK-UP AND TRANSFER, PROPER SHORE DISPOSAL, AND AT-SEA DISCHARGE RESTRICTIONS.

OPNAVINST 5090.1B, 19-5.5

2GEP

EP PROGRAM, SOLID WASTE EQUIP TRAINING/QUALIFICATION:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT OPERATORS HAD COMPLETED THE REQUIRED PQS WATCHSTATIONS FOR SOLID WASTE SHREDDER/LARGE PULPER/SMALL PULPER/COMPRESS MELT UNIT (SPECIFY).
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT OPERATORS AND/OR MAINTENANCE PERSONNEL HAD COMPLETED THE ICW FOR SOLID WASTE SHREDDER/METAL GLASS SHREDDER/LARGE PULPER/SMALL PULPER (SPECIFY).
- SHIP DID NOT HAVE AVAILABLE SOLID WASTE EQUIPMENT OPERATOR PQS.
- SHIP DID NOT HOLD/HAVE AVAILABLE SOLID WASTE EQUIPMENT OPERATOR/MAINTAINER INTERACTIVE COURSEWARE (ICW).
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT PERSONNEL RESPONSIBLE FOR HANDLING SHIPS GARBAGE WERE TRAINED ON THE DISCHARGE RESTRICTIONS APPLICABLE TO THIS WASTE PRIOR TO ASSIGNMENT.

OPNAVINST 1540.55

OPNAVINST 5090.1B, 19-7.4

2GEP CHT, JERED SYSTEM, GRINDER PUMPS:

- GRINDER PUMP MOTOR WAS NOT EQUIPPED WITH AN OIL CUP FOR SEAL LUBRICATION (SPECIFY WHICH UNIT (NR1/NR2)).
- GRINDER PUMP WAS NOT FREE OF EXCESSIVE NOISE AND VIBRATION (SPECIFY WHICH UNIT (NR 1/NR2) AND POSSIBLE CAUSES).
- GRINDER PUMP PIPING COULD NOT BE REMOVED SAFELY FOR PUMP MAINTENANCE (SPECIFY WHICH UNIT (NR1/NR2) AND CAUSES OF UNSAFE CONDITION).

NAVSEAINST 9593.1B
NSTM 593

2GEP CHT, JERED SYSTEM, SEWAGE INCINERATOR:

- FEED LINE WAS CLOGGED.
- THE PROPER SEAL WATER LEVEL HAD NOT BEEN MARKED ON THE SIGHTGLASS (ABOUT 1 INCH ABOVE THE BOTTOM EDGE OF SIGHT GLASS TUBE).
- FUEL LINE LEAKED.
- EXHAUST GAS LEAKED INTO SPACE.
- THE LP AIR ATOMIZING PRESSURE SWITCH DID NOT PREVENT THE INCINERATOR FROM LIGHTING OFF WHEN LP AIR WAS SECURED.
- SMOKE DETECTOR DID NOT SOUND IN CCS.
- SEWAGE INCINERATOR WOULD NOT OPERATE IN AUTOMATIC MODE.
- INCINERATOR EXHAUST SIGHT GLASS WAS NOT TRANSPARENT.
- INCINERATOR SIGHT GLASS WAS BROKEN.
- SEWAGE INCINERATOR DOOR LINER WAS DAMAGED.
- INCINERATOR STACK TEMPERATURE DID NOT STABILIZE BETWEEN 690 DEG F TO 725 DEG F AFTER 20 MINUTES OF OPERATION.
- COMBUSTION CONTROL FLAME SCANNER CIRCUITS WERE INOP.
- LOW PRESSURE AIR CIRCUITS WERE INOP.
- OVERTEMP CIRCUITS WERE INOP.
- TWO "MOTOR OVERLOAD" CIRCUITS (BLOWER AND FUEL PUMP) WERE INOP.
- VACUUM PUMP DID NOT ALTERNATE TO EQUALIZE USAGE.
- VACUUM PUMP DID NOT CUT-IN AT THE PROPER PRESSURE LEVEL (PRIME AT 16 INCHES HG)(BACKUP AT 14 INCHES HG).
- VACUUM PUMP SEAL WATER TANK VENT HAD NOT BEEN RELOCATED FROM THE SIDE TO THE TOP OF THE TANK.
- VACUUM PUMP HAD EXCESSIVE LEAK-OFF.

NAVSEAINST 9593.1B
NSTM 593

2GEP EP PROGRAM, MEDICAL WASTE TRAINING:

- PERSONNEL RESPONSIBLE FOR THE PROCESSING AND DISPOSAL OF MEDICAL WASTE WERE NOT TRAINED TO ENSURE THAT SUCH ACTIONS COMPILED WITH THE REQUIREMENTS GOVERNING THIS WASTE.
- MEDICAL WASTE TRAINING WAS NOT DOCUMENTED.

OPNAVINST 5090.1B, 19-8.4
AFLOAT MEDICAL WASTE MANAGEMENT GUIDE, OPNAV P-45-113-3-99

2GEP OPA, OCM FAILSAFE MACHALT 483:
OCM FAIL SAFE MACHALT NR 483 HAD NOT BEEN INSTALLED.

MACHALT #483

2GEP OPA, OCM COMPONENTS:

- THE OCM WAS INOP (LIST REASONS).
- THE OCM NOZZLE SAMPLER WAS NOT LOCATED IN THE OWS DISCHARGE.
- THE OCM NOZZLE SAMPLER WAS NOT IN A VERTICAL PIPE RUN OF AT LEAST 10 PIPE DIAMETERS FROM THE FIRST CHANGE IN FLOW DIRECTION.
- THE OCM NOZZLE SAMPLER WAS NOT INSTALLED SO THAT THE PORTS WERE POINTED OPPOSITE TO THE DIRECTION OF FLOW.
- THE SAMPLE PRESSURE INLET WAS NOT IN THE REQUIRED RANGE DURING EITHER OVBD OR RECIRC MODES.
- AN ORIFICE PLATE WAS NOT INSTALLED TO PROVIDE SUFFICIENT BACKPRESSURE DURING EITHER THE OVERBOARD OR RECIRC MODES.
- A 0 TO 30 PSIG/0 TO 60 PSI PRESSURE GAGE WAS NOT INSTALLED AT THE OCM SAMPLE INLET.
- ELECTRICAL POWER WAS NOT 115VAC, SINGLE PHASE, 60HZ, 12A.
- THE OCM FLUSHING WATER BACKFLUSH PREVENTER LEAKED WATER ONTO THE DECK PLATES.
- CONTROL PANEL WAS NOT MOUNTED TO AVOID DIRECT IMPINGEMENT OF WATER.
- THE OCM DOOR DID NOT HAVE A GASKET INSTALLED.
- THE ORIFICE PLATE PROVIDED TO GENERATE BACK PRESSURE FOR THE OCM SAMPLER WAS LOCATED UPSTREAM OF THE THREE-WAY DIVERTER VALVE, VICE DOWNSTREAM IN THE RECIRCULATION LINE PIPING.
- THE ORIFICE PLATE PROVIDED TO GENERATE BACK PRESSURE FOR THE OCM SAMPLER WAS LOCATED UPSTREAM OF THE THREE-WAY DIVERTER VALVE, VICE DOWNSTREAM IN THE RECIRCULATION LINE PIPING.
- TERMINAL CONNECTIONS WERE NOT TIGHT AND CORROSION FREE.

NAVSEAINST 9593.2
NAVSEA S9593-CD-MMO-010/25204
SHIP SPEC 593 (DDG-51 AND LHD-2 AT/FCT'S ONLY)

2GEP OPA, EQUIPMENT ILS:

- OCM APL WAS NOT IMPLEMENTED AND ONBOARD.
- OCM/OWS APL WAS NOT IMPLEMENTED AND ONBOARD.
- OCM WAS NOT COSAL SUPPORTED.
- OCM/OWS WAS NOT COSAL SUPPORTED.
- OCM TECH MANUALS NOT ON BOARD (ELECTRONIC OR HARD-COPY).
- OCM/OWS TECH MANUALS NOT ON BOARD (ELECTRONIC OR HARD-COPY).
- OCM PMS WAS NOT INSTALLED.
- OCM/OWS PMS WAS NOT INSTALLED.
- EOSS DID NOT ACCURATELY REFLECT OCM INSTALLATION.
- EOSS DID NOT ACCURATELY REFLECT OCM/OWS INSTALLATION.
- EOSS NOT UPDATED TO INCLUDE OCM.
- EOSS NOT UPDATED TO INCLUDE OCM/OWS.

NAVSEAINST 9593.2
NAVSEA S9593-BG-MMO-010

2GEP OPA, OCM OPERATION:

- NR ___ OCM WAS NOT DEMONSTRATED (STATE REASON).
- NR ___ OCM DID NOT TRIGGER RECIRCULATION OF UNACCEPTABLE EFFLUENT BACK TO THE OWHT OR BILGES.
- NR ___ OCM WAS INOP.

NAVSEAINST 9593.2

OPNAVINST 5090.1B

2GEP OPA, OCM REMOTE INDICATOR:

- THE OCM REMOTE INDICATOR READING DID NOT MATCH THE LOCAL OCM INDICATOR.
- THE REMOTE OCM INDICATOR WAS NOT MOUNTED AT APPROXIMATELY EYE LEVEL WITHIN SIGHT OF THE OWS.
- AN OCM (LOCAL OR REMOTE) INDICATOR WAS NOT LOCATED IN A CONTINUOUSLY MANNED SPACE.

NAVSEAINST 9593.2

NAVSEA S9593-CD-MMO-010/25204

2GEP OPA, OCM REMOTE RELAY ASSEMBLY:

- THE OCM REMOTE RELAY PANEL WAS NOT INSTALLED ADJACENT TO THE DIVERTER VALVE LOCATION.
- THE OCM REMOTE RELAY ASSEMBLY WAS INOP.

NAVSEAINST 9593.2

NAVSEA S9593-CD-MMO-010/25204

2GEP OPA, OCM, THREE-WAY DIVERTER VALVE:

- THE 3-WAY VALVE WAS NOT INSTALLED TO DIVERT FLOW TO THE OWHT WHEN DEENERGIZED.
- THE 3-WAY VALVE DID NOT RESET AUTOMATICALLY.
- THE 3-WAY VALVE WAS NOT PROVIDED WITH A LIGHT INDICATOR TO INDICATE VALVE POSITION.
- THE 3-WAY VALVE WAS NOT PROVIDED WITH A LOCKING DEVICE.
- THE 3-WAY VALVE WAS NOT ACCESSIBLE FOR MAINTENANCE/REPAIR.
- THE 3-WAY VALVE JUNCTION BOX DID NOT HAVE A 7.5 KE RESISTOR INSTALLED.
- THE VALVE WAS INSTALLED UPSIDE DOWN (OPPOSITE THE MANUFACTURER'S RECOMMENDATION).
- THE VALVE WOULD NOT FULLY AND RELIABLY ACTUATE WHEN THE OCM WAS IN ALARM MODE (THE SOLENOID WOULD EASILY DROP OUT OF THE ENERGIZED POSITION).

NAVSEAINST 9593.2

OPNAVINST 5090.1B

(TECH MANUAL FOR MODEL)

2GEP OPA, OCM, VALVES:

- THE FOLLOWING OCM VALVES NOT LABELED:
- THE FOLLOWING OCM VALVES HAD MISSING/BROKEN HANDLES:
- THE FOLLOWING OCM VALVES WERE INOP:
- THE FOLLOWING OCM VALVES LEAKED:
- A GATE VALVE AND CHECK VALVE WERE NOT INSTALLED BETWEEN THE OWS DISCHARGE AND OCM INLET PIPING.
- A GATE VALVE AND CHECK VALVE WERE NOT INSTALLED IN THE OCM FLUSH WATER SUPPLY.
- A RELIEF VALVE WAS NOT PROVIDED IN THE OCM INLET PIPING DOWNSTREAM OF ALL CHECK VALVES.

NAVSEAINST 9593.2

NAVSEA S9593-CD-MMO-010/25204

2GEP EP PROGRAM, ODS DOCUMENTATION AND LOGS:

- SHIP DID NOT MAINTAIN A LOG/RECORDS OF ADDED AND RECOVERED OR REMOVED REFRIGERANTS, AND RECORD OF LEAKAGES.
- SHIP DID NOT COMPLETE/MAINTAIN ACCIDENTAL OR UNINTENTIONAL VENTING REPORTS.
- SHIP DID NOT SUBMIT ANNUAL ODS INVENTORY REPORT (OPNAVINST 5090.1B, APPENDIX O FORMAT).

OPNAVINST 5090.1B, 6-5.3

NSTM 516, ARTICLE 516-1.11, FIG 516-1-9 AND 1-10

2GEP EP PROGRAM, ODS MAINTENANCE PERSONNEL TRAINING:

- PERSONNEL WHO PERFORMED MAINTENANCE ON AIR CONDITIONING AND REFRIGERATION EQUIPMENT WERE NOT CERTIFIED ON HANDLING, RECOVERY AND RECYCLING OF ODS PRIOR TO PERFORMING THOSE DUTIES (HOLD SNEC 4291).
- PERSONNEL REQUIRED TO WORK WITH ODS (SUCH AS HALONS, FREONS, SOLVENTS, ETC) WERE NOT TRAINED ON METHODS OF PREVENTING THEIR RELEASE PRIOR TO BEING ASSIGNED TO SUCH WORK.

OPNAVINST 5090.1B, 19-4.3.3 & 6-5.10.3

2GEP ODS, RECOVERY EQUIPMENT:

EQUIPMENT WAS NOT AVAILABLE/BEING USED TO RECOVER OZONE DEPLETING SUBSTANCES DURING MAINTENANCE OF A/C, REFRIGERATION, AND FIRE PROTECTION (HALON) SYSTEMS.

OPNAVINST 5090.1B, 19-4.3.2 & 6-5.10.2

NSTM 516

2GEP OPA, SYSTEM CERTIFICATION:

- THE OIL POLLUTION ABATEMENT (OPA) EQUIPMENT WAS NOT INITIALLY CERTIFIED. (SPECIFY DATE COMMISSIONED).
- THE 5-YEAR CERTIFICATION OF THE OIL POLLUTION ABATEMENT EQUIPMENT HAD EXPIRED ON _____.
- THE FOLLOWING CRITICAL DEFICIENCIES PROHIBITED THE OIL POLLUTION ABATEMENT (OPA) SYSTEM FROM CERTIFICATION (LIST):

NOTE: DATE CURRENT CERTIFICATION LETTER WAS SIGNED _____.

OPNAVINST 5090.1B, ART. 19-5.4.3 & 19-14.10
NAVSEAINST 9593.2
DODINST 6050.15

2GEP OPA, PLACARD, DISCHARGE PROHIBITION:

OIL POLLUTION ABATEMENT SIGNS WERE NOT CONSPICUOUSLY POSTED. AT THE FOLLOWING LOCATIONS:

- SHORE CONNECTION DECK RISERS.
- PUMP CONTROLLERS (LOCAL AND REMOTE).
- OVERBOARD DISCHARGE VALVES.
- OWS CONTROLLER.
- FAS STATIONS.

(LIST OTHERS AS NEEDED).

THESE SIGNS MUST STATE "DISCHARGE OF OIL PROHIBITED. THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE. DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE. WATERS OF THE UNITED STATES, OR THE WATERS OF THE. CONTIGUOUS ZONE, OR WHICH MAY AFFECT NATURAL RESOURCES. BELONGING TO, APPERTAINING TO, OR UNDER THE EXCLUSIVE. MANAGEMENT AUTHORITY OF THE UNITED STATES, IF SUCH DISCHARGE. CAUSES A FILM OR DISCOLORATION OF THE SURFACE OF THE WATER. OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE. WATER. VIOLATORS ARE SUBJECT TO SUBSTANTIAL CIVIL PENALTIES. AND/OR CRIMINAL SANCTIONS INCLUDING FINES AND IMPRISONMENT.".

33 CFR 155.450 (PLACARD)
NSTM 593
OPNAVINST 5090.1B

2GEP OPA, OWHT TANK LEVEL INDICATORS:

- THE OWHT TANK LEVEL INDICATORS WERE INOP.
- OWHT TLI'S DID NOT CORRECTLY INDICATE OIL-WATER INTERFACE.
- THE OWHT TANK LEVEL INDICATORS WERE INCORRECTLY INSTALLED.
- TANK LEVEL ALARMS DID NOT ACTIVATE AT 95% - 98% OF TANK CAPACITY.

NAVSEAINST 9593.2

2GEP OPA, BILGE ALARMS:

BILGE HIGH LEVEL ALARMS WERE INOP.

OPNAVINST 5090.1B, 19-5.4.2B
DODINST 6050.15

2GEP OPA, OWS COALESCING PLATES:

- COALESCING PLATES WERE FOULED WITH HEAVY OIL.
- COALESCING PLATES WERE MISSING/DAMAGED.
- COALESCING PLATES HAD NOT BEEN CLEANED PER PMS.
- COALESCING PLATES WERE FOULED WITH AN INCOMPATIBLE DETERGENT/SYNTHETIC OIL.

NAVSEA S9593-AY-MMM-010
NAVSEA S9593-AY-GYD-010/6699
NAVSEAINST 9593.2

2GEP OPA, OWS CONTROL PANEL:

- THE CONTROL PANEL WAS INOP.
- THE CONTROL PANEL WAS NOT ACCESSIBLE FOR MAINTENANCE OR OPERATION.
- THE FOLLOWING INDICATORS WERE INOP:
- THE THREE-PHASE DISCONNECT BOX WAS NOT INSTALLED.
- THE PANEL GASKET WAS MISSING OR DEGRADED.
- THE PANEL WAS SUBJECT TO WATER IMPINGEMENT.
- THE ELECTRICAL SCHEMATIC WAS NOT INSTALLED IN THE CONTROL PANEL.
- THE AUDIBLE ALARM WAS NOT INSTALLED BY THE MAIN CONTROL PANEL.
- THE OPERATOR WAS NOT ABLE TO OBSERVE THE GAGE PANEL FROM THE CONTROL PANEL.
- STUFFING TUBES WERE NOT IN PLACE AROUND CABLE PENETRATIONS.
- CONTROL PANEL DOOR DID NOT FULLY OPEN.

NAVSEA S9593-BJ-MMC-010/64707
NAVSEAINST 9593.2

2GEP OPA, DECK DISCHARGE CONNECTIONS:

- THE DISCHARGE PIPING FOR THE GTD WAS NOT CONNECTED TO THE PORT AND STARBOARD RISERS.
- THE DISCHARGE PIPING FOR THE OWT AND FO STRIPPING PUMPS WAS NOT CONNECTED TO THE PORT AND STARBOARD RISERS.
- THE DISCHARGE PIPING WAS NOT SIZED TO HANDLE THE MAXIMUM FLOW POSSIBLE WITH ALL PUMPS RUNNING.
- THE DECK DISCHARGE CONNECTION ON THE WEATHER DECK WAS NOT ACCESSIBLE FROM BOTH PORT AND STARBOARD.
- RISERS WERE MISSING CAMLOCK QUICK DISCONNECT WITH KEEPER CHAINS INSTALLED.
- RISERS WERE MISSING A 2.5 INCH ADAPTER ONBOARD TO ALLOW DISCHARGE AT NON-NAVY, COMMERCIAL OR FOREIGN PORTS.
- RISER VALVE WAS NOT LABELED.

NAVSEAINST 9593.2
NAVSEA S9593-AY-MMM-010
NAVSEA S9593-AY-GYD-010/6699
NAVSEA DWG. 810-2145526 (NSN 9C 4730-00-602-3160)
SHIP SPEC 593 (APPLICABLE TO NEW CONSTRUCTION ONLY)

2GEP

OPA, OWS PIPING:

- OWS SUCTION/EFFLUENT/OVERBOARD PIPING WAS NOT COPPER NICKEL.
- SUCTION/EFFLUENT/DISCHARGE PIPING COMPONENTS WERE NOT INSTALLED IN CORRECT ORDER.
- A CHECK VALVE AND BALL VALVE WERE NOT INSTALLED IN THE OWS PUMP SUCTION LINE.
- SUCTION/EFFLUENT/DISCHARGE PIPING COMPONENTS WERE NOT ORIENTED FOR PROPER FLOW.
- OWS SUCTION PIPING WAS NOT DEDICATED FROM THE OWHT TO THE OWS PUMP.
- OWS SUCTION PIPING WAS CROSS CONNECTED WITH THE TRANSFER PUMP'S SUCTION.
- WATER MOTORIZED BALL VALVE WAS NOT LOCATED SO THAT ACTUATOR COULD BE REMOVED.
- THERE WERE SUCTION LEAKS IN THE OWS PUMP SUCTION PIPING.
- A CHECK VALVE AND BALL VALVE WERE NOT INSTALLED IN THE OWS PUMP SUCTION LINE.
- THERE WERE SUCTION LEAKS IN THE OWS PUMP SUCTION PIPING.
- PIPING LEAKED (SPECIFY).
- OIL DISCHARGE WAS NOT PIPED TO WASTE OIL TANK.

NAVSEAINST 9593.2

NAVSEA S9593-BJ-MMC-010/64607

2GEP

OPA, OWS FLOW SENSOR:

- THE SENSOR ASSEMBLY WAS NOT MOUNTED IN A HORIZONTAL PIPE RUN WITH THE SENSOR ORIENTED VERTICALLY.
- THE SENSOR WAS NOT LOCATED SUCH THAT RETAINED PIPE FLUID COULD FLOOD THE SENSOR ASSEMBLY UNDER A NO FLOW CONDITION.
- THE TOP OF THE SENSOR WAS NOT PROTECTED FROM DAMAGE BY A 3/4" CONDUIT AND THE ASSOCIATED CABLE WAS NOT INSTALLED IN CONDUIT TO THE CONTROL PANEL.
- SCRIBE MARKS ON SENSOR MOUNTING FLANGES WERE NOT PROPERLY ALIGNED (PROBE GAP PARALLEL TO FLOW).
- FLOW SENSORS WERE INOP.

NAVSEA S9593-AY-MMM-010

NAVSEA S9593-AY-GYD-010/6699

NAVSEAINST 9593.2

2GEP

OPA, OWS FLOW TOTALIZER:

- THE (SPECIFY MODEL) FLOW TOTALIZER WAS NOT ACCESSIBLE FOR OBSERVATION.
- FLOW TOTALIZER GLASS WAS CRACKED.
- FLOW TOTALIZER WAS NOT ACCESSIBLE FOR CLEANING.

NAVSEAINST 9593.2

NAVSEA S9550-AB-MMA-010

2GEP OPA, OWS FLUSHING COMPONENTS:

- OWS FLUSHING COMPONENTS DID NOT HAVE COPPER NICKEL PIPING.
- OWS FLUSHING SOLENOID VALVE WAS NOT MOUNTED ON A HORIZONTAL PIPE WITH THE SOLENOID VALVE UPRIGHT.
- MINIMUM WATER PRESSURE FOR OWS FLUSHING WAS NOT AVAILABLE FOR BACKFLUSHING.
- OWS FLUSHING CHECK VALVE WAS NOT INSTALLED ON THE FLUSHING LINE.
- OWS FLUSHING COMPONENTS WERE NOT INSTALLED IN CORRECT ORDER OR WERE NOT ORIENTED PROPERLY FOR FLOW (SPECIFY).

NAVSEA S9593-BJ-MMC-010/64707

2GEP OPA, OWS SYSTEM GAGES:

- GAGES DID NOT HAVE CURRENT CALIBRATION/NCR LABELS.
- GAGES WERE INOP.
- GAGES WERE INCORRECTLY INSTALLED.
- THE GAGES WERE NOT VISIBLE FROM THE CONTROL PANEL.
- THE GAGE LINES WERE NOT INSTALLED TO MEET THE FLEXIBILITY REQUIREMENT.
- THE GAGE LINES WERE NOT PROTECTED FROM INADVERTENT DAMAGE.
- THE GAGE LINE ISOLATION VALVE 1/4" GLOBE-TYPE UNION END WAS NOT EQUIPPED FOR BOTH WATER AND OIL SERVICE.
- THE GAGE WAS NOT IN GOOD CONDITION OR DID NOT HAVE CURRENT CALIBRATION/NCR LABELS.
- GAGE LINES LEAKED OR WERE CLOGGED.

NAVSEAINST 9593.2

NAVSEA S9593-CD-MMO-010/25204

NAVSEA S9593-AY-MMM-010

NAVSEA S9593-AY-GYD-010/6699

2GEP OPA, PLACARD, OPERATING INSTRUCTIONS:

- THE OPERATING INSTRUCTION PLACARD WAS NOT MOUNTED AS CLOSED AS PRACTICAL TO THE MAIN CONTROL PANEL.
- OWS AND OILY WASTE TRANSFER SYSTEM OPERATING INSTRUCTIONS DID NOT MATCH THE INSTALLED SYSTEM.
- AN ELECTRICAL CONTROL SCHEMATIC DIAGRAM WAS NOT POSTED INSIDE THE MAIN CONTROL PANEL.

NAVSEAINST 9593.2

SHIP SPEC 593 (APPLICABLE TO NEW CONSTRUCTION ONLY)

2GEP OPA, OWS MEMBRANE FILTER UNIT:

- THE MEMBRANE FILTER UNIT ON THE OWS WAS INCORRECTLY INSTALLED.
- THE MEMBRANE FILTER UNIT FILTERS FAILED TO SEAT PROPERLY AND WERE ALLOWING BYPASS.
- THE MEMBRANE FILTER UNIT FILTERS HAD NOT BEEN CHANGED OUT.
- THE MEMBRANE FILTER UNIT WAS INOP.

NAVSEA S9593-BJ-MMC-010/64707

2GEP OPA, OWS OIL SENSOR:

- THE SENSOR WAS NOT INSTALLED HORIZONTALLY.
- THE OIL SENSOR WAS NOT ACCESSIBLE FOR MAINTENANCE.
- THE SENSOR WAS NOT ORIENTED FOR PROPER FLOW.
- THE SENSOR WAS INOP.

NAVSEA S9593-BJ-MMC-010/64707

2GEP OPA, OWS SENSORS:

- PRIMARY/BACK-UP OIL/WATER SENSOR STUFFING TUBES WERE NOT IN PLACE AROUND CABLE PENETRATIONS.
- PRIMARY/BACK-UP OIL SENSOR HAD INSUFFICIENT CLEARANCE TO BE REMOVED FROM TANK WITHOUT DISASSEMBLY.
- PRIMARY/BACK-UP OIL SENSORS WERE INOP.
- PRIMARY/BACK-UP OIL SENSORS WERE NOT ADJUSTED CORRECTLY (CAPACITANCE TYPE).

NAVSEAINST 9593.2
NAVSEA S9550-AB-MMA-010

2GEP OPA, OWS OPERATION:

- OVERRIDE MODE WOULD NOT INITIATE OWS PUMP TO START.
- NO FLOW INDICATOR DID NOT OPERATE (FLOW LEVEL SENSOR WAS LOCATED ABOVE THE OWS PUMP VICE AT THE SAME LEVEL AS THE OWS PUMP SUCTION LINE).
- OIL FLOODED INDICATOR LIGHT DID NOT OPERATE UNTIL THE OVERRIDE BUTTON WAS DEPRESSED, SHOULD OPERATE AUTOMATICALLY.
- STRAINER PLUGGED INDICATOR DID NOT OPERATE WHEN STRAINER DIFFERENTIAL PRESSURE EXCEEDED 2 1/2 PSIG AS REQUIRED.
- OWS DID NOT OPERATE IN AUTOMATIC MODE.

NAVSEA S9593-AY-GYD-010/60699

2GEP OPA, OWS PITOT SAMPLING TUBE:

- OWS OIL DISCHARGE PIPING, OWS TANK INLET PIPING, AND OWS WATER DISCHARGE PIPING DID NOT HAVE A PITOT TUBE SAMPLER INSTALLED.
- PITOT TUBE SAMPLER WAS NOT INSTALLED SO THAT ITS DISCHARGE WOULD NOT IMPINGE ON ELECTRICAL COMPONENTS.
- PITOT TUBE SAMPLER WAS NOT ACCESSIBLE FOR SAMPLING OR CORRECTLY ORIENTED.

NAVSEA S9593-AY-MMM-010
NAVSEA S9593-AY-GYO-010/6699
NAVSEAINST 9593.2

2GEP OPA, OWS POLISHING UNIT:

- THE OWS POLISHING UNIT ILS WAS MISSING/INSUFFICIENT/HAD THE FOLLOWING DEFICIENCIES:
- THE OWS POLISHING UNIT MEDIA HAD NOT BEEN CHANGED OUT AS REQUIRED.
- THE OWS POLISHING UNIT WAS INCORRECTLY INSTALLED.
- THE OWS POLISHING UNIT WAS INOP.

NAVSEA S9593-BJ-MMC-010/64707

2GEP

OPA, OWS PUMP:

- THE PUMP DID NOT ROTATE IN THE CORRECT DIRECTION.
- THE PUMP JUNCTION BOX UNIT WAS NOT FREE FROM WATER IMPINGEMENT.
- THE PUMP WAS INOP (STATE REASONS IF KNOWN).
- THE PUMP WAS EXCESSIVELY NOISY.
- PUMP BELT WAS IN POOR CONDITION/NOT TENSIONED PROPERLY.
- PUMP WAS OUT OF ALIGNMENT.
- PUMP BELT/COUPLING GUARD WAS NOT INSTALLED.
- PUMP GEAR REDUCER OIL CONTAMINATED OR LOW LEVEL.
- THE PUMP ASSEMBLY WAS NOT AT OR BELOW THE TANK FOUNDATION LEVEL.
- PUMP RECIRCULATION PIPING WAS NOT INSTALLED IN CORRECT ORDER.
- PUMP RECIRCULATION LINE WAS NOT AT OR BELOW THE SEPARATOR FOUNDATION LEVEL.
- PUMP RECIRCULATION NEEDLE VALVE WAS NOT ADJUSTED TO 0.25 GPM (1/8 TURN TO 1/4 TURN OPEN).
- PUMP RECIRCULATION PIPE WAS NOT CONNECTED CLOSE TO THE PUMP SUCTION.
- PUMP RECIRCULATION SOLENOID ACTUATOR WAS NOT ORIENTED VERTICALLY.

NAVSEA S9593-BJ-MMC-010/64707

2GEP

OPA, OWS RELIEF VALVES:

- THE OPB-10NP RELIEF VALVE DISCHARGE WAS NOT PIPED TO THE BILGE.
- THE OPB-10NP RELIEF VALVE TEST SETTING LABEL WAS MISSING.
- THE OPB-10NP RELIEF VALVE DID NOT RELIEVE AT 28 PSI AS DETERMINED BY CLOSING V3 WHEN THE SYSTEM IS OPERATING.

NAVSEA S9593-AY-MMM-010

NAVSEA S9593-AY-GYD-010/6699

NAVSEAINST 9593.2

2GEP

OPA, OWS SIGHT GLASS:

- THE SIGHT GLASS WAS NOT INSTALLED WITH THE SIGHT GLASS ORIENTED FOR A HORIZONTAL LINE OF SIGHT, AND ACCESSIBLE FOR BACKLIGHTING AND OBSERVATION.
- THE SIGHT GLASS WAS NOT INSTALLED WITH THE SIGHT GLASS ORIENTED FOR A HORIZONTAL LINE OF SIGHT, AND ACCESSIBLE FOR BACKLIGHTING AND OBSERVATION.
- THE SIGHT GLASS WAS DIRTY/DAMAGED.

NAVSEA S9593-AY-MMM-010

NAVSEA S9593-AY-GYD-010/6699

NAVSEAINST 9593.2

2GEP

OPA, OWS STRAINER:

- THE DUPLEX BASKET STRAINER WAS NOT MOUNTED WITH YOKE FLUSH OR ABOVE THE DECK PLATE AND WAS NOT ACCESSIBLE FOR OPERATION.
- THE DIFFERENTIAL PRESSURE SWITCH WAS NOT MOUNTED NEAR THE STRAINER OR WAS INOPERABLE.
- STRAINER BASKET WAS MISSING.
- GASKETS MISSING IN STRAINER (OR IN POOR CONDITION).
- STRAINER INSTALLED BACKWARDS.
- STRAINER BASKETS CLOGGED WITH DEBRIS.
- DP SWITCH GAGE LINES INSTALLED BACKWARDS.

NAVSEA S9593-AY-MMM-010

NAVSEA S9593-AY-GYD-010/6699

NAVSEAINST 9593.2

2GEP

OPA, OWHT TANK LEVEL SWITCHES:

- UPPER AND LOWER TANK LEVEL SWITCHES WERE NOT INSTALLED IN THE OWHT FOR PROPER OPERATION.
- THE OWHT TANK LEVEL INDICATORS WERE INOP.
- FOR SINGLE OWS INSTALLATIONS, THE HIGH TLS WAS NOT LOCATED AT APPROXIMATELY 50% TANK CAPACITY.
- THE OWHT TANK LEVEL INDICATORS WERE INCORRECTLY INSTALLED.
- FOR SINGLE OWS INSTALLATIONS, THE LOW TLS WAS NOT LOCATED ABOVE THE OWS SUCTION LINE TAIL PIECE.
- TANK LEVEL ALARMS DID NOT ACTIVATE AT 95% - 98% OF TANK CAPACITY.
- FOR DUAL OWS, ONE TANK DID NOT HAVE A HIGH LEVEL SWITCH AT 50% AND THE SECOND TANK DID NOT HAVE A HIGH LEVEL SWITCH AT 75%.
- FOR DUAL OWS INSTALLATIONS, A SWITCH WAS NOT INSTALLED TO ALTERNATE OWS OPERATION BETWEEN DUTY AND STANDBY.

NAVSEAINST 9593.2

NAVSEA S9593-CD-MMO-010/25204

2GEP

OPA, OWS TANK:

- THE (SPECIFY MODEL) OWS DID NOT HAVE 16 INCHES OF END CLEARANCE TO REMOVE THE PLATES FOR MAINTENANCE AND OR INSPECTION.
- THE OWS DRAIN WAS NOT PIPED TO THE BILGE OR OWHT WITH A FUNNEL.
- THERE WAS NOT A THREE FOOT CLEARANCE ABOVE THE OWS COVER.
- THE OWS FOUNDATION INFLUENT DID NOT END 3-5 INCHES HIGHER THAN THE EFFLUENT END.
- OWS TANK PRIMING PIPING WAS NOT COPPER NICKEL.
- OWS TANK PRIMING SYSTEM COMPONENTS WERE NOT INSTALLED IN THE CORRECT ORDER AND ORIENTED FOR PROPER FLOW.
- HARD PIPED SOURCE OF WATER WAS NOT AVAILABLE FOR OWS TANK PRIMING (SEA WATER OR POTABLE).
- THE AIR VENT WAS NOT INSTALLED HORIZONTALLY WITH THE CAP ORIENTED DOWN.
- ALL VENT PIPES DID NOT POINT DOWN TO PREVENT A SPRAY HAZARD TO PERSONNEL.
- AIR VENT WAS INOP (DID NOT PREVENT FLOW OF WATER OUT OF OWS TANK).
- MACHALT 315 WAS NOT INSTALLED, REPLACING THE BIRCO AIR VENT WITH A SARCO AIR VENT.
- THE WATER VENT AND ISOLATION VALVE WAS NOT INSTALLED ON THE OIL TOWER BELOW THE AIR VENT LINE.

NAVSEAINST 9593.2

NAVSEA S9550-BD-MMO-010

2GEP

OPA, VGS-10 OWS:

- STAGE ___ TANK WAS NOT MOUNTED TO THE SUB BASE.
- THE CAPACITANCE-TYPE LEVEL DETECTOR PROBE WAS NOT INSTALLED, NOT ADJUSTED OR INOPERATIVE.
- THE AIR ELIMINATOR WAS NOT INSTALLED, DID NOT TERMINATE TO THE ATMOSPHERE AND WAS NOT FREE FROM LEAKS.
- A SIGHT GLASS WAS NOT INSTALLED OR WAS NOT CLEAN.
- THE DRAIN WAS NOT PIPED TO THE WASTE OIL TANK.
- A ZINC WAS NOT INSTALLED OR WAS NOT IN GOOD MATERIAL CONDITION.
- OWS SOLENOID VALVES WERE INOP.

NAVSEAINST 9593.2

S9550-AN-MMO-010/MOD VGS-10

S9550-BE-MMA-010/53918

2GEP

OPA, OWT SYSTEM GAGES:

- OWT GAGES DID NOT HAVE CURRENT CALIBRATION/NCR LABELS.
- OWT GAGES WERE INOP.
- OWT GAGES WERE INCORRECTLY INSTALLED.
- THE GAGES WERE NOT VISIBLE FROM THE CONTROL PANEL.
- THE GAGE LINES WERE NOT INSTALLED TO MEET THE FLEXIBILITY REQUIREMENT.
- THE GAGE LINES WERE NOT PROTECTED FROM INADVERTENT DAMAGE.
- THE GAGE LINE ISOLATION VALVE 1/4" GLOBE-TYPE UNION END WAS NOT EQUIPPED FOR BOTH WATER AND OIL SERVICE.
- GAGE LINES LEAKED OR WERE CLOGGED.

NAVSEAINST 9593.2

NSTM 593

2GEP

OPA, OWT PIPING:

- OWT PIPING WAS NOT LABELED FOR SERVICE OR DIRECTION OF FLOW.
- THERE WERE NO MEANS PROVIDED FOR PUMPING THE AFT STEERING BILGE AREAS. OWT SYSTEM DOES NOT EXTEND TO ALL SPACES CAPABLE OF GENERATING OILY WASTE.
- THERE WERE NO MEANS PROVIDED FOR PUMPING BILGE AREAS (SPACE NOUN NAME). OWT SYSTEM DOES NOT EXTEND TO ALL SPACES CAPABLE OF GENERATING OILY WASTE.
- AN EXPANDED CORROSION RESISTANT METAL SCREEN (MONEL, ST, ETC) WAS NOT INSTALLED AROUND BILGE SUCTION TERMINALS.
- A CHECK VALVE AND BALL VALVE WAS NOT INSTALLED ON (SPECIFY) SUCTION.
- HOSE CONNECTIONS WERE NOT PROVIDED TO SERVICE ALL AREAS NOT ACCESSIBLE WITH DEDICATED PIPING.

OPNAVINST 5090.1B

ECP-51-1344 (DDG 51)

2GEP

OPA, OWT PUMP:

- PUMP WAS INOP.
- BLACKMER PUMP NOT PROVIDED WITH RECIRC CHAMBER.
- THE OWT/FO STRIPPING PUMPS WERE NOT CROSS-CONNECTED ON THE SUCTION SIDE BY A BALL VALVE AND AN ISOLATION CHECK VALVE.
- THE OWT/FO STRIPPING PUMP DISCHARGE PIPES WERE NOT CROSS CONNECTED WITH A LOCKED CLOSED ISOLATION VALVE.
- ONE MOTOR DRIVEN PUMP WAS NOT INSTALLED AND USED FOR OWT (APPLIES TO STEAM SHIPS WITH RECIPROCATING PUMPS).
- OWT PUMP WAS NOT PROPERLY SIZED TO OFF-LOAD OWHT IN 1 TO 2 HOURS.
- INLET CONNECTION FOR THE RECIRCULATION CHAMBER WAS NOT AT THE SAME LEVEL AS THE OWT PUMP.
- THE OUTLET CONNECTION FOR THE RECIRCULATION CHAMBER WAS NOT HIGHER THAN THE INLET CONNECTION.

NAVSEA 9593.2

OPNAVINST 5090.1B

2GEP OPA, OWT VALVES:

- VALVES NOT LABELED.
- VALVE WAS NOT LABELED.
- MISSING/BROKEN HANDLES.
- VALVE HANDLE WAS MISSING/BROKEN.
- INOP.
- VALVE WAS INOP/DAMAGED.
- LEAKED.
- VALVE LEAKED.
- WERE NOT COLOR CODED BLACK.
- VALVE WAS NOT COLOR-CODED BLACK.

NAVSEA 9593.2

2GEP P2 EQUIPMENT, CABLE CLEANER/LUBRICATOR:

- THE CABLE CLEANER/LUBRICATOR WAS DAMAGED/INOP.
- THE CABLE CLEANER/LUBRICATOR WAS NOT PROPERLY CLEANED AFTER USE (ALL PARTS CAN BE CLEANED IN THE AQUEOUS PARTS WASHER).
- THE CABLE CLEANER/LUBRICATOR WAS MISSING THE FOLLOWING PARTS:
- CABLE CLEANER/LUBRICATOR TECHNICAL MANUAL WAS NOT ON BOARD.

P2 AFLOAT EQUIPMENT MANUAL S9593-CS-CAT-010
TECHNICAL MANUAL S9582-BH-MMO-010
APL 658880017
NSN 4930-01-424-2197

NOTE: TECHNICAL SPONSOR FOR ASSISTANCE ON P2 EQUIPMENT IS
NSWCCD CODE 632 AT (301) 227-5243 OR (215) 897-1081.

2GEP P2 EQUIPMENT, LARGE AQUEOUS PARTS WASHER:

- THE PARTS WASHER WAS INOP/DAMAGED.
- PMS WAS NOT INSTALLED/ACCOMPLISHED.
- WATER LEVEL WAS LESS THAN 11 INCHES.
- FILTERCHIP BASKET WAS MISSING/DAMAGED/NOT CLEANED OUT.
- OIL SKIMMER WAS INOP.
- EXHAUST VENTILATION WAS NOT ATTACHED/WAS DAMAGED.
- THE PARTS WASHER WAS DIRTY/HAD ACCUMULATED DEBRIS.
- PRESSURE DROP ACROSS THE FILTER BAG WAS GREATER THAN 10 PSI.
- THE PARTS WASHER WAS DIRTY/HAD DEBRIS.
- SLUDGE LEVEL WAS GREATER THAN 1 INCH.
- TECHNICAL MANUAL WAS NOT ON BOARD.
- TITRATION KIT WAS MISSING.
- THE PARTS WASHER WAS NOT PROPERLY LAID UP.

EXECUTIVE ORDER 12856
P2 AFLOAT EQUIPMENT MANUAL S9593-CS-CAT-010
NAVAIR 17-5-7
PMS MIP 6613/034-60
APL 419990368 (POWER PANEL APL 509991881)
NSN 4940-01-435-1595

2GEP

P2 EQUIPMENT, MERCURY ION EXCHANGER:

- THE AMOUNT OF LIQUID PROCESSED THROUGH THE MERCURY ION EXCHANGE CARTRIDGE SYSTEM WAS NOT RECORDED IN THE REQUIRED LOG BOOK.
- CARTRIDGE INSTALLATION AND EXPIRATION DATES (6 MONTHS) WERE NOT RECORDED ON THE CARTRIDGE IN PERMANENT MARKER.
- THE TECHNICAL MANUAL WAS NOT ON BOARD.
- PMS WAS NOT INSTALLED/NOT PERFORMED.
- THE MERCURY ION EXCHANGER WAS NOT IN USE DUE TO:
- TYGON TUBING, INSTALLED AFTER THE FIRST CARTRIDGE, WAS STAINED PURPLE (INDICATED A NEED TO CHANGE THE CARTRIDGE OR IMPROPER SET UP OF CARTRIDGE).
- PROPER WATER LEVEL WAS NOT MAINTAINED.
- TYGON TUBING WAS MISSING.

EXECUTIVE ORDER 12856
P2 AFLOAT EQUIPMENT MANUAL S9593-CS-CAT-010
NSTM S9086-GX-STM-020/CH-220 V2
PMS MIP 6630-024-10
APL 469990293
NSN 4610-01-473-4675

NOTE: TECHNICAL SPONSOR FOR ASSISTANCE ON P2 EQUIPMENT IS
NSWCCD CODE 632 AT (301) 227-5243 OR (215) 897-1081.

2GEP

P2 EQUIPMENT, PAINT DISPENSING SYSTEM:

- ____ OF ____ PAINT DISPENSERS INSPECTED WERE INOP.
- PMS WAS NOT INSTALLED/NOT PERFORMED.
- THE PAINT DISPENSER TECHNICAL MANUAL WAS NOT ON BOARD.
- LID CLAMPS ON ____ OF ____ PAINT DISPENSERS WERE DAMAGED/MISSING.
- FILTER SCREENS ON ____ OF ____ PAINT DISPENSERS WERE MISSING/CLOGGED WITH PAINT SOLIDS.
- THE PAINT TRAY WAS MISSING ON ____ OF ____ PAINT DISPENSERS.
- THE VACUUM BREAKER ON ____ OF ____ PAINT DISPENSERS WAS INOP.
- ____ OF ____ PAINT FILL HOSES WERE DAMAGED/CLOGGED/MISSING.
- ____ OF ____ PAINT FILL BOILER VALVES WERE NOT INSTALLED WITH THE OPENING IN A 45 DEGREE DOWN POSITION.
- THE PAINT MIXER/PNEUMATIC DRILL WAS MISSING/INOP.
- THE AIR PRESSURE REGULATOR WAS NOT SET BETWEEN 60 AND 80 PSI.
- PAINT SPILLAGE/DRIPPAGE WAS NOT PROMPTLY CLEANED UP.
- ____ OF ____ PAINT DISPENSERS WERE NOT FILLED TO THE TECHNICAL MANUAL RECOMMENDATION OF BETWEEN 5 AND 25 INCHES FROM THE TOP.

EXECUTIVE ORDER 12856
P2 AFLOAT EQUIPMENT MANUAL S9593-CS-CAT-010
PMS MIP 6656/006-10
NAVSEA SG200-DA-MMC-010
APL 419990364
NSN 4940-01-467-3245

2GEP P2 EQUIPMENT, TOP-LOADING AQUEOUS PARTS WASHER:

- THE PARTS WASHER WAS INOP.
- THE TECHNICAL MANUAL WAS NOT ON BOARD.
- PMS WAS NOT INSTALLED/PERFORMED.
- LID SUPPORT SHOCKS FAILED TO SUPPORT THE LID.
- LID SAFETY SWITCH WAS INOP.
- LID LATCH WAS DAMAGED.
- LID GASKETS WERE DAMAGED/MISSING.
- HOSES WERE DAMAGED.
- TITRATION KIT WAS MISSING.
- FILTERCHIP BASKETS WERE NOT CLEANED OUT/WERE DAMAGED/WERE MISSING.
- PARTS WASHER WAS DIRTY/HAD DEBRIS.
- THE PARTS WASHER LEAKED.
- WATER LEVEL WAS LESS THAN 7 1/2 INCHES FORM THE BOTTOM OF THE HOLDING TANK (MRC R-1 APPLIES).
- SLUDGE LEVEL WAS GREATER THAN 1 INCH (MRC R-2 APPLIES).
- PRESSURE DROP ACROSS THE FILTER EXCEEDED 15 PSI (MRC R-3 APPLIES).

EXECUTIVE ORDER 12856
P2 AFLOAT EQUIPMENT MANUAL SL172-AB-LSS-010
PMS MIP 6613/033-C9
APL 41A990009
NSN 4940-01-470-7015

NOTE: TECHNICAL SPONSOR FOR ASSISTANCE ON P2 EQUIPMENT IS
NSWCCD CODE 632 AT (301) 227-5243 OR (215) 897-1081.

2GEP SOLID WASTE, CLOSED LOOP COOLING UNIT (CLCU):

- CLCU RESERVOIR SIGHT GLASS WAS DIRTY/BROKEN.
- THE CLCU WAS CORRODED.
- THE CLCU WAS EXCESSIVELY DIRTY.
- THE CLCU LIQUID LEVEL SWITCH WAS BROKEN/INOP.
- THE CLCU INDICATOR LIGHTS WERE INOP.
- THE CLCU REAR ELECTRICAL CABLES/CONNECTIONS WERE FAULTY.
- CLCU RELIEF VALVE WAS INOP.
- CLCU PUMP WAS INOP.
- CLCU HOSES WERE LEAKING.
- THE CLCU ACTUATOR WAS INOP.
- CLCU VALVES WERE LEAKING/FROZEN/INOP.

NAVSEA S9593-C4-MMM-010
CMU TECH MANUAL 0910-LP-596-0600
MIP 5933/004-41

2GEP

SOLID WASTE, COMPRESS MELT UNIT(CMU):

- NR ___ CMU WAS INOP.
- NR ___ CMU HAD NOT BEEN SUFFICIENTLY CLEANED, OBSERVED WHEN THE FRONT DOOR, SIDE ACCESS PANELS AND CHAMBER DOORS WERE OPENED.
- PMS HAD NOT BEEN PERFORMED.
- NR ___ CMU CHAMBER EXHIBITED EXCESSIVE SCORING.
- NR ___ CMU ACCESS PANELS WERE NOT ACCESSIBLE.
- NR ___ CMU INTERCONNECT CABLES AND/OR CONNECTORS WERE DAMAGED.
- NR ___ CMU MIT SWITCH (SPECIFY) WAS INOP/MISALIGNED.
- NR ___ CMU RTD AND/OR O-T SWITCH (SPECIFY) WAS INOP.
- NR ___ CMU INDICATOR LIGHTS (SPECIFY) WERE INOP.
- NR ___ CMU ELECTRICAL PANEL HAD DAMAGED GASKETS.
- NR ___ CMU SAFETY COVER ASSEMBLY COVER LATCH AND/OR GAS SHOCKS WERE MISSING/BROKEN.
- NR ___ CMU RAM AND/OR CHAMBER CASING WERE DAMAGED.
- NR ___ CMU PNEUMATIC ACTUATOR AND/OR HOSES WERE LEAKING/DAMAGED.
- NR ___ CMU OPENING MECHANISM AND/OR TORSION SPRING WERE INOP.
- NR ___ CMU CHAMBER BAND CLAMPS WERE DAMAGED/BROKEN/MISALIGNED.
- NR ___ CMU COOLING HOSES AND/OR FITTINGS WERE LEAKING/DAMAGED.
- NR ___ CMU BALL SCREW ACTUATOR AND/OR BOOT WAS WORN/DAMAGED/TORN.
- NR ___ CMU SPEED REDUCER AND/OR UNIVERSAL WAS INOP.
- NR ___ CMU DOOR LOCKING LUGS WERE IMPROPERLY ALIGNED/MISSING/DAMAGED.
- NR ___ CMU HAD INADEQUATE LP AIR SUPPLY.
- NR ___ CMU LP AIR SUPPLY FILTER/SEPARATOR WAS CLOGGED.
- NR ___ CMU AIRFLOW SWITCH WAS INOP.

NAVSEA S9593-C4-MMM-010

MIP 5933/004-41

2GEP

SOLID WASTE, PLASTIC SHREDDER:

- SHREDDER SORTING TRAY, SHREDDER CHAMBER, AND COLLECTION AREA HAD NOT BEEN SUFFICIENTLY CLEANED (R-1).
- THE PLASTIC SHREDDER WAS INOP.
- SORTING TRAY WAS DAMAGED.
- COLLECTION BIN DOORS/GASKETS WERE DETERIORATED.
- THE CUTTER/SPACERS WERE DAMAGED.
- GREASE SEALS WERE LEAKING/DAMAGED.
- BLOW OUT FLAPS WERE DAMAGED/IMPROPERLY INSTALLED.
- DRIVE BELT AND/OR TENSIONER WERE WORN/BROKEN.
- MOTOR WAS INOP.
- COUPLING CHAIN WAS BROKEN.
- OIL LEVEL WAS INADEQUATE.
- VENTILATION WAS INOP.
- VENT DUCTS WERE DAMAGED.
- DRAIN LINES AND/OR SCREENS WERE CLOGGED/MISSING.
- ELECTRICAL CABLES AND CONNECTORS WERE DETERIORATED.
- LIMIT SWITCHES WERE INOP.
- VENTILATION SWITCH WAS INOP/DAMAGED.
- ELECTRICAL PANEL COMPONENTS WERE DAMAGED.
- MOTOR CURRENT WAS NOT WITHIN DESIGNED SPECIFICATIONS.

SHREDDER TECHNICAL MANUAL, S9593-C5-MMM-010
OPNAVINST 5090.1B
MIP 5933/008-41

2GEP

SOLID WASTE, DOCUMENT DESTRUCTOR:

- FRESH WATER WASHDOWN HOSE AND HOSE RACK WERE MISSING.
- DOCUMENT DESTRUCTOR WAS INOP.
- CUTTING TEETH WERE RUSTED/CORRODED.
- FRESH WATER WASHDOWN THREADED HOSE CONNECTION WAS MISSING A BACKFLOW PREVENTOR.
- PLACARD ON DISCHARGE RESTRICTIONS WAS MISSING.

SHIPSPEC 593
NAVSEA 0936-LP-039-7010; 0936-039-7010; 0936-023-5010; OR
0932-006-4011
MIP 6561/007-50

2GEP

SOLID WASTE, EQUIPMENT ILS:

- OPERATING INSTRUCTIONS/PRECAUTIONS WERE NOT POSTED ON THE (PLASTICS OR METAL/GLASS) SHREDDER/COMPRESS MELT UNIT/(LARGE OR SMALL) PULPER.
- TECHNICAL MANUALS WERE NOT AVAILABLE/PROVIDED FOR THE PULPER/SHREDDER/COMPRESS MELT UNIT (SPECIFY).
- PMS NOT INSTALLED FOR THE PULPER/SHREDDER/COMPRESS MELT UNIT (SPECIFY).

OPNAVINST 5090.1B, 19-7.3.1

NAVSEA TECH MANUAL

S9593-C5-MMM-010	SOLID WASTE SHREDDER
S9593-C2-MMM-010	LARGE PULPER
S9593-CN-MMM-010	INCINERATOR
S9593-CG-MMC-010	INCINERATOR
S9593-C3-MMM-010	SMALL PULPER
S9593-C4-MMM-010	PLASTIC WASTE PROCESSOR

MIP'S

5933/003-A9	INCINERATOR
5933/004-41	PLASTIC WASTE PROCESSOR
5933/008-41	SOLID WASTE SHREDDER
5933/010-41	LARGE PULPER
5933/007-41	SMALL PULPER

2GEP

SOLID WASTE, GLASS/METAL SHREDDER:

- ELECTRICAL CABLES AND CONNECTORS WERE DETERIORATED.
- THE GLASS/METAL SHREDDER WAS INOP.
- LIMIT SWITCHES WERE INOP.
- VENTILATION SWITCH WAS INOP/DAMAGED.
- ELECTRICAL PANEL COMPONENTS WERE DAMAGED.
- MOTOR CURRENT WAS NOT WITHIN DESIGNED SPECIFICATIONS.
- WAS EXCESSIVELY DIRTY AND WAS UNSANITARY.
- WAS MISSING PARTS (SPECIFY).
- WAS IMPROPERLY INSTALLED.
- THE EXTERIOR WAS SIGNIFICANTLY DETERIORATED.
- SORTING TRAY WAS DAMAGED.
- COLLECTION BIN DOORS/GASKETS WERE DETERIORATED.
- THE CUTTER/SPACERS WERE DAMAGED.
- GREASE SEALS WERE LEAKING/DAMAGED.
- BLOW OUT FLAPS WERE DIRTY/DAMAGED/IMPROPERLY INSTALLED.
- COLLECTION BIN DOORS/GASKETS WERE DETERIORATED.
- DRIVE BELT AND/OR TENSIONER WERE WORN/BROKEN.
- MOTOR WAS INOP.
- GREASE SEALS WERE LEAKING/DAMAGED.
- COUPLING CHAIN WAS BROKEN.
- INADEQUATE OIL LEVEL.

GLASS/METAL SHREDDER TECHNICAL MANUAL

NAVSEA S9593-C5-MMM-010

MIP 5933/008-41

2GEP SOLID WASTE, LARGE PULPER:

- POTABLE WATER CONNECTIONS WERE NOT EQUIPPED WITH BACKFLOW PREVENTORS.
- THE LARGE PULPER WAS INOP.
- ELECTRICAL CABLES AND/OR CONNECTORS WERE DETERIORATED.
- PROXIMITY SWITCHES WERE BROKEN/INOP.
- CURRENT METER WAS FAULTY.
- INDICATOR LIGHTS WERE INOP.
- ENCLOSURE PANEL WAS DAMAGED.
- IMPELLER AND/OR BLADES WERE BROKEN/DAMAGED.
- BELT DRIVE ASSEMBLY WAS DAMAGED.
- MOTOR WAS INOP.
- LP AR WAS INADEQUATE.
- VENTILATION WAS DEGRADED AND/OR DUCTS WERE DAMAGED.
- AIR FILTER-WATER SEPARATOR WAS CLOGGED/DAMAGED.
- VALVES WERE LEAKING (SPECIFY).
- DRAIN LINES WERE CLOGGED.
- WATER PRESSURE WAS INADEQUATE.
- INTERIOR AND EXTERIOR HAD NOT BEEN SUFFICIENTLY CLEANED.
- PARTS WERE MISSING (SPECIFY).
- Y-STRAINER WAS MISSING/DAMAGED.
- PARTS WERE MISSING (SPECIFY).
- THE JUNK BOX HAD NOT BEEN EMPTIED AND RINSED.
- UNPULPED RESIDUE HAD NOT BEEN CLEANED FROM THE SLURRY CHAMBER.

PULPER TECHNICAL MANUAL NAVSEA S9593-C2-MMM-010
MIP 5933/010-41
NSTM 533 (BACKFLOW PREV REF)

2GEP SOLID WASTE, SMALL PULPER:

- THE SMALL PULPER WAS INOP.
- ELECTRICAL CABLES AND/OR CONNECTORS WERE DETERIORATED.
- PROXIMITY SWITCHES WERE BROKEN/INOP.
- CURRENT METER WAS FAULTY.
- INDICATOR LIGHTS WERE INOP.
- ENCLOSURE PANEL WAS DAMAGED.
- IMPELLER AND/OR BLADES WERE BROKEN/DAMAGED.
- BELT DRIVE ASSEMBLY WAS DAMAGED.
- MOTOR WAS INOP.
- LP AIR WAS INADEQUATE.
- VENTILATION WAS DEGRADED AND/OR DUCTS WERE DAMAGED.
- VALVES WERE LEAKING (SPECIFY).
- DRAIN LINES CLOGGED.
- WATER PRESSURE WAS INADEQUATE.
- INTERIOR AND EXTERIOR HAD NOT BEEN SUFFICIENTLY CLEANED.
- EXTERIOR WAS SIGNIFICANTLY CORRODED/DETERIORATED.
- PARTS WERE MISSING (SPECIFY).
- Y-STRAINER WAS MISSING/DAMAGED.
- AIR FILTER-WATER SEPARATOR WAS CLOGGED/DAMAGED.
- JUNK BOX HAD NOT BEEN EMPTIED AND RINSED.
- UNPULPED RESIDUE HAD NOT BEEN CLEANED FROM THE SLURRY CHAMBER.
- SMALL PULPER WAS NOT PROPERLY INSTALLED.

PULPER TECHNICAL MANUAL NAVSEA S9593-C3-MMM-010
MIP 5933/007-41

2GEP

SOLID WASTE, TRASH PROCESSING AREAS:

- HEAT SEALER WAS MISSING/INOP.
- SHIP DID NOT MAINTAIN CLEANLINESS OF SOURCE SORTING AREAS (BERTHING, GALLEY, WORK CENTERS), OF STAGING AREAS, PROCESSING AREAS, AND DISK STORAGE AREAS (SPECIFY).
- HEAT SEALER OPERATION PLACARD WAS MISSING.
- ODOR BARRIER BAG DISPENSER WAS MISSING.
- DECKING IN STAGING, PROCESSING, AND STORAGE AREAS WERE DAMAGED.
- SOAP/TOWEL DISPENSER WERE MISSING/NOT FILLED.
- DECK DRAINS AND TRAPS WERE NOT PROPERLY CLEANED AND/OR DID NOT DRAIN ADEQUATELY.
- HOSE RACKS/HOSE WERE MISSING.
- WASTE WAS NOT BEING PROPERLY STORED.
- CO2 EXTINGUISHER WAS MISSING.
- OVERHEAD AND BULKHEAD SHEATHING WAS MISSING/DAMAGED/DIRTY.
- CLEAN-UP GEAR LOCKER WAS MISSING.

OPNAVINST 5090.1B, CHAPTER 19

NAVSEA S9593-C6-IIN-010

AWI 1127

ECP 51-1345R1 (DDG 51 ONLY)

OPNAVINST 5090.1B, CHAPTER 19

AWI 1127

NAVSEA DRAWING 6961450

ECP 51-1345R1 (DDG 51 ONLY)

2GEP

SOLID WASTE, TRASH INCINERATOR:

- INCINERATOR OPERATING PROCEDURES WERE NOT POSTED OR WERE INCORRECT.
- INCINERATOR WAS INOP.
- FAILED TO REACH EFFICIENT OPERATING TEMPERATURE.
- FAILED TO SHUT DOWN WHEN THE OPERATING TEMPERATURE WAS EXCEEDED.
- SAFETY INTERLOCKS WERE DEFECTIVE/INOP/BY-PASSED.
- THE FOLLOWING PLACARD WAS NOT POSTED IN A CONSPICUOUS PLACE:
" THE INCINERATOR USES 440 VOLTS. PERSONAL CONTACT WITH ENERGIZED WIRING CAN BE FATAL. OPERATORS SHALL WEAR FLAME RESISTANT GLOVES, GOGGLES, AND FACE SHIELD WHEN FEEDING SOLID WASTE INTO THE INCINERATOR.
INSPECT ALL SOLID WASTE TO BE FED INTO THE INCINERATOR FOR POTENTIALLY EXPLOSIVE MATERIALS. MATERIAL SUCH AS HIGHLY FLAMMABLE LIQUIDS, AMMUNITION, AEROSOL CANS AND CLOSED, AIR TIGHT CONTAINERS MUST NOT BE FED INTO THE INCINERATOR.
NEVER EXTEND ANY PART OF THE BODY INTO THE FIRE DOOR OPENING WHILE THE INCINERATOR IS ENERGIZED. DO NOT OVERFEED THE INCINERATOR. ENSURE THAT ALL COMBUSTIBLE MATERIAL HAS COMPLETELY BURNED OUT PRIOR TO SECURING THE INCINERATOR."

INCINERATOR TECH MANUAL NAVSEA S9593-CN-MMA-010 OR

S9593-CG-MMC-010

NSTM 602H

2GEP OPA, WOT TANK LEVEL INDICATORS:

- THE WOT TANK LEVEL INDICATORS WERE INOP.
- THE WAT TANK LEVEL INDICATORS WERE INCORRECTLY INSTALLED.

NAVSEAINST 9593.2

2GEP CHT, PLACARD, AIRFLOW ALARM:

THE FOLLOWING PLACARD WAS NOT CONSPICUOUSLY POSTED ON THE EXTERIOR OF THE ACCESS DOOR TO THE SEWAGE SPACE:

"WARNING - ALARM INDICATES LOW AIR FLOW IN VENTILATION SYSTEM SERVING THIS COMPARTMENT. TAKE IMMEDIATE ACTION TO RESTORE VENTILATION. DO NOT ENTER WITHOUT RESPIRATORY PROTECTION OR UNTIL COMPARTMENT VENTILATION HAS BEEN RESTORED FOR AT LEAST 15 MINUTES. EVACUATE THE COMPARTMENT IMMEDIATELY UPON SOUNDING OF ALARM."

NAVSEA T9500-AA-PRO-100, PARA 3.1.84

NAVSEAINST 9593.1B

GSO 437